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# DIRTBIKE

## RIDER



## BOLD AS BRASS!

**BOLDDOG FMX – MOTOCROSS  
MADNESS FOR THE MASSES**

## THE TEST OF TIME!

**ROGER MAGEE – THE  
TEAM BOSS WITH  
STAYING POWER!**



dirtZone



# BRITISH BULLDOGS!

**IT'S MAXXIS MAYHEM AS TITLE FIGHT HITS THE HALFWAY MARK**

ALFIE SMITH | SNOCROSS | JUSTIN BARCIA | GP DOUBLE | MATTI SEISTOLA | AMA SX







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© Sutty

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© Sutty



# CHEAP THRILLS!

**WHEN IT COMES TO BANGING BARS ON A BUDGET, TOP PRIVATEER DORREN COUTTS KNOWS ALL ABOUT WHAT IT TAKES – AND WHAT IT DOESN'T TAKE – TO RUN TOP 10 IN THE MAXXIS BRITISH CHAMPIONSHIP...**

Words by Sean Lawless Photos by Suttly and Nuno Laranjeira

If you'd been hanging over the fence at the first turn of the second MX1 moto at Canada Heights you could be forgiven for thinking some waste ground hacker had snuck onto the gate and was fighting with Brad Anderson for the holeshot. Old Fly kit, no graphics – the #701 Yamaha pilot looked dressed-down for turning laps on the crappiest local practice track, let alone at the Maxxis British championship.

The man in question is Dorren Coutts and he's no hacker – far from it. After two rounds the former national schoolboy champ was lying 10th in the championship standings and is living, breathing, bar-banging proof that a whole load of talent and not a lot else can still put you right up there with the cream of country's racers.

The reason for Dorren's tatty turn-out is dead simple – lack of money. And although Danger UK have since stepped in to help him out with kit and graphics, the 24-year-old from Horsham still has to do some pretty hardcore juggling with his finances to even get to the races.

"I really have to think about whether it's worth it to go practising and if I can afford to go practising. If I rode four times in the week my bike could be knackered by the weekend and I wouldn't have the money to fix the bike and race. I have to balance everything. So if I feel quite good during the week and I think I can, say, go to Canada Heights and ride quite well and get a result do I need to go and wear my race bike out practising? And in reality the answer is probably not.

"Percy [from Danger UK] saw my bike with no graphics on and thought it looked quite tatty. My mate Leon Ward gave him a call for me and organised it all and he sent me through some

sticker kits and riding kit which tidies my image up a bit.

"Hopefully people will see me as a rider who will accept help. I think maybe people see me and think I don't want the help and that I'm happy riding with no sticker kit – they don't actually realise how much I can't afford. We're on that much of a tight budget I can't justify buying a sticker kit."

It's pretty much a no-brainer that while saving your bike during the week may be good from a mechanical point of view, you're going to come up short when it comes to bike fitness. After all, no amount of running or cycling can properly prepare your body for the rigours of racing motocross in the same way pounding out mid-week motos can.

It's a shortcoming in his training Dorren's only too aware of – especially when DBR caught up with him between races at the opening round of the Red Bull Pro Nationals at FatCat Motoparc.

"I do quite a lot of fitness training – I've got quite into it over the last few years and I've done a few triathlons and things like that. It's bike fitness I'm struggling for – out there I wasn't puffing but my arms were solid. I'm relatively fit but I need to put in the time on the bike.

"I've come to FatCat and it's sandy and really rough and in the first race Shaun [Simpson] clipped my wheel and I fell off and that was it, my arms were pumped solid. So I really do need to go out riding during the week but that means I need to find time to ride and enough money to take myself practising. I can have as much time off work as I need but realistically that means the less money I have and the more time I ride the more I spend."

Much of Dorren's racing effort is

>>



*Dorren's smartened his image up since the start of the season but he's still racing on a shoestring*







# HM plant

## THE TEST OF TIME!

**OVER THE LAST FEW YEARS TEAMS HAVE COME AND TEAMS HAVE GONE BUT ROGER MAGEE'S OUTFIT – IN VARIOUS DIFFERENT GUISES – IS STILL GOING STRONG...**

Words by JP O'Connell Photos by JP O'Connell and Suttly

**T**he last few years have seen big changes within the paddock as teams – both major players and smaller outfits – have fallen by the wayside with the economy playing a huge role in shaping the future of motocross. One thing that's been constant for the last six years has been the presence of Roger Magee's team in one of their various guises, from Team Lizard Honda Racing back in '05 through to the present day and HM Plant Red Bull KTM UK.

With an invite from Big Rog to come and check out the team and workshops we took the opportunity to find out how it all began and where he's hoping to go...

Rather than his chosen path of motocross it could all have been very different for the born and bred Ulsterman as his early years were spent travelling with his parents as his dad contested the Ulster and British championship sailing series.

"I did try a bit of sailing in my early years," explains Roger. "But '73 saw the beginning of my schoolboy motocross career, riding nothing more than converted road bikes! At the end of 1973 I managed to get only the third Suzuki TM to come into Ulster, riding it against the likes of Laurence Spence and Dave Watson. I rode schoolboy until '75, actually finishing second to Watson, thereafter his career went upwards while mine seemed to go downwards!"

In 1976 Roger moved into the seniors riding an RM370 that's main claim to fame was that every time it rained its throttle would stick wide open. He then moved onto Maicos, riding the

Irish National series with a few select British rounds against the likes of Dave Thorpe thrown in for good measure before a shoulder injury forced him to retire in '85. With his boots hung up Roger started helping organise events at the Killinchy & District MC and became race secretary for the international John Donnelly and the Irish MX GPs at Killinchy and Ballykelly.

"We had our first 125 GP in '86 and ran one right up until '95 when we ran the 500 GP," remembers Magee. "Unfortunately, the club lost some money and had to pull out of running the GP but to put things into perspective that last 500 GP had a budget of 52K which included the prize money! I have good memories from back then – Jean-Michel Bayle and Alex Puzar both had their first podiums at Killinchy."

When it became clear a career as a pro motocross racer was unlikely Roger stayed on at school to take his A levels but his grades fell short for university, leading to a job with the local road service.

"I didn't stay on the roads for long before joining the family street lighting company in the late '80s which I'm still running today," says Roger. "As well as the lighting we also own a pub – my grandmother was the oldest licensee in Northern Ireland and lived and worked at that pub until she was 99-and-a-half! The pub has sponsored the Bells Hill scramble and Billy Hutton Memorial in the past with the prize-giving being held at the premises so there's quite a bit of bike history there."

In 1994 Roger was manager of the Irish

des Nations squad for the trip to Roggenberg where Brian Steele, Paul Chambers and Phil Neill rode out of their skins to finish a very creditable 11th – a result only slightly overshadowed by Great Britain's magnificent victory! The following year in Slovakia saw Magee again at the helm of the Irish team.

"Brian Steele was injured so we drafted in Willie Simpson [Shaun's dad] who had been riding on an Irish license to ride alongside Phil Neill and Dave Coates. We didn't qualify for the main event but did go on to win the B Final which was great. To celebrate we went into Austria that night where we had a drinking competition with the British team and I'm happy to say we won that too!"

The birth of his daughter Rosalyn in '96 saw Magee take a step back from the managerial side of motocross as he concentrated on family life but within two years the family had bought a motorhome and were following some of the GPs as spectators – due in part to local strawberry blond done good Gordon Crockard.

"In the early 2000s I also started going to some of the British Touring Car races with Alan Morrison," recalls Magee. "And it gave me a real insight into how hospitality should be done and how things should be presented in general. With all that in mind I had an idea of exactly what I wanted to do at British championship level."

With the news that Shaun Simpson was to become a free agent due to the demise of the Chambers KTM team at the beginning of '05, Magee got into talks with Honda's

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# THE ENGINEROOM...

## GOING DUTCH!

As the team contests GPs the workshops are centrally based in Venray, Holland, where mechanics Jeremy Long (Graeme Irwin), Leon Thomas (Jordan Booker), Andy Pringle (Natalie Kane) and Wayne Banks (Jake Nicholls) work on keeping the Katooms together and in race-winning shape, a job which looks shiny on the outside but in truth isn't quite as pretty as it may seem!

"People look in the awning at the race meetings and may see it as quite a glamorous job," laughs Wayne. "But in reality it's not quite like that. In the run up to Little Silver we were working from 8am until midnight every day – then we get to crash in the race truck. Believe me, you're never far from work! Last year we went from Landrake to the des Nations in Italy then back to the last round of the British without leaving the truck!"

The workshops themselves consist of three work bays where the majority of the fettling gets done plus room for more spares than you can shake a stick at! Engines are stripped on site before certain components are taken to legendary Dutch engine tuner John Vollenberg who has his workshop next door.

"We rely quite heavily on John," explains Wayne. "He has a dyno that we run up all our bikes on as well as CNC machines should we need them. His bikes are renowned for being extremely good, he really is a big help to us."

While there is a small amount of involvement from the Factory Red Bull KTM team, Nicholls and Irwin aren't tearing it up on bikes that run the same spec as Ken Roczen's and Tony C's with much of the work being carried out in-house.

"We certainly have a good relationship with White Power as regards suspension but a lot of the engine stuff has been done by ourselves," explains Magee. "I mean, we certainly do get a certain amount of back-up from the factory team but perhaps we're not privy to and don't expect to get the most up-to-date information. But we have a very good working relationship with them. If something were to go wrong at a GP then they would certainly try to help us out."



Graeme Irwin was spotted by Roger tearing it up in Ireland and given his shot at the big time





# DOING IT FOR THE KIDS!

**ON THE HILLS ABOVE DOVER ONE MAN AND HIS WIFE  
ARE DOING GREAT THINGS FOR THE SPORT WE LOVE...**

*Words and photos by Jeff Perrett*



*Above: Ric Newton takes  
students through the workings  
of an engine  
This image: The kids benefit  
from tuition from ACU  
qualified coaches*





*Relentless Suzuki by TAS rider Mel Pocock gives MXCP riders tips out on the track...*

*...and in the classroom*



**T**hrough all the years that motocross has been my life there's been one major, major frustration – that our truly wonderful, family sport doesn't get the recognition it deserves on so many levels. From the dedication and fitness it requires through to the commitment from riders and parents alike and, dare I say it, even the family and good human values that it offers. All are regularly overlooked.

One of the most fundamental things that motocross has given me over the past 31 years is discipline. To some it may appear like I maybe haven't applied myself to the job in hand but trust me I have – just never to the detriment of my personality.

One thing I'm confident enough to say is I don't think I'd have the values that I now class as my strong points if it wasn't for the sport I love. Motocross has not only taught me discipline but also how to deal with adversity, to be gracious in defeat (I learnt that early on!), to respect, to trust and even deeper emotions like compassion. For me riding a dirtbike has never been just about riding a dirtbike, it's always been a freedom of expression and a lifestyle and I owe it so much.

So when I heard about the Dover-based Motocross Challenge Project (MXCP), did a little of research on it and realised what it can offer I thought it had to be a good thing – and I was right.

For those of you reading this that already ride a motocross bike on a regular basis believe me when I say you're privileged. Some kids will never get that opportunity and while you could argue that some don't deserve it, either way you can't deny the fact that riding a motocross bike is a very liberating and exciting experience that can have a profound impact on your life. I honestly believe I've turned out a better, well-rounded person because of it. Of course, I'll never know any different but when I look around at where some of my old school friends are at right now I'm thankful for the opportunity my parents gave me and what the sport I love has given back to me.

With that in mind, anyone who is preaching 'our' religion to the uneducated masses is a good egg as far as I'm concerned, a fellow disciple out there spreading the word. Richard and Charlotte Newton are two such people.

By setting up the MXCP as a non-profitable independent charity they're giving kids of all ages from all social backgrounds a chance to ride a dirtbike and so much more. They're giving them a real opportunity to have some direction in life and you have to applaud them for that, let alone for the fact they're bringing a positive and public interest to our sport.

It all started for Richard as a racer himself. Like many of us he was bitten by the motocross bug and like many he lived for the weekend after working as a carpenter in the week. He knew he was hooked and motocross would play a huge part in his life so to end up doing something as liberating as he does now with the sport he loves makes him and his wife very content. But how did the MXCP come to fruition? I'll let Richard – or Ric as he's universally known – explain...

"It basically came from when I started racing myself aged seven. Several years later someone asked me to do some teaching. There was an ad in the local paper from a man asking for someone to teach his kid how to ride. It was successful for both the boy and me as we both moved on really quickly and I thought 'this is something I really like doing' so then I started to coach a few more people once word spread.

"I was still racing but then I got injured and was out for about a year and that's when Charlotte and I started to discuss if it was worth carrying on racing. I then met Vic Allen >>



# BOLD AS BRASS!

**YOU CAN'T BE BACKWARDS IN COMING FORWARDS IF YOU WANT TO GET INTO ANGELINA JOLIE'S PANTS AND STUNT PERFORMER AND FREESTYLE MOTOCROSS ENTREPRENEUR ANDY GODBOLD'S BEEN THERE, DONE THAT AND PROBABLY WORN HER T-SHIRT N'ALL...**

Words and photos by **Sutty**

**M**ost people think that mainstream movies do absolutely feck all to promote the sport of motocross in a positive light but they'd actually be dead wrong even though initial evidence would make you think otherwise – the MX scene in Charlie's Angels: Full Throttle was very cool but also very far fetched, Supercross flat out sucked, Motocross Zombies from Hell wasn't worth the price of admission and has anyone even bothered checking out that movie Free Style? Y'know, the one that stars the Afro-American dude out of High School Musical? Nah, thought not.

But films such as Tomb Raider 2, The Da Vinci Code, Clash of the Titans, Batman: The Dark Knight, Atonement as well as the upcoming Captain America epic have all helped contribute massively towards bringing motocross to the masses right here in the UK – just not in an obvious, in your face kind of way. What am I on about? Read on... >>



**Samson ensures Sutty's got a bird's eye view for the photoshoot**





*Samson Easton throws out a textbook double-handed seatgrab*



*American Garth Kaufman launches himself to fourth overall in Tuuri*







# SNOWBALLIN'!

**RAPIDLY GAINING POPULARITY IN THE WORLD OF EXTREME SPORTS, SNOXCROSS MIGHT JUST BE THE COOLEST WINTER PASTIME EVER CREATED...**

Words and photos by Nuno Laranjeira





# **FINAL**FANTASY!

GOING INTO THE VEGAS SHOWDOWN ALL THREE CLASSES  
ARE STILL TO BE DECIDED – ALTHOUGH FOR SOME THE  
TITLE DREAM'S STRONGER THAN FOR OTHERS...





Ryan Villopoto leads Chad Reed – with one round left they're 1-2 in the title race with RV only needing to finish fifth in Vegas to lift the crown